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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO.

CD NO.

25X1A

COUNTRY

Poland

SUBJECT Aircraft Repair Plant at
Torun

DATE DISTR.

13 Feb. 1950

NO. OF PAGES

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25X1C

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(LISTED BELOW)

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SUPPLEMENT TO
REPORT NO.

1. Location:

In the northern part of TORUN (G 54/J 39), about 330 feet north of the TORUN North railroad station, bordering on the former German Army Ammunition Dump of TORUN on the east.

2. Size: About 660 x 1,650 feet.

3. Installations:

- a. One brick building, 85 x 230 feet, concrete floor; equipped with lathes, milling machines, and boring machines; aircraft repair.
- b. One brick building, 85 x 230 feet, concrete floor; equipped with lathes, aircraft assembly.
- c. One wooden cantonment building, about 25 x 110 feet; quarters for Russians.
- d. One wooden shed, about 25 x 110 feet; storage of aircraft parts.
- e. One brick cantonment building, about 35 x 135 feet; quarters for Russians.
- f. One brick building, 25 x 50 feet; P" quarters.
- g. One three-story brick building, about 35 x 100 feet; quarters for Soviet soldiers.
- h. One three-story brick building, about 35 x 100 feet; quarters for Soviet soldiers.

**Nazi War Crime Task Force review completed; document judged not relevant
NWC Disclosure Act.**

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4. Designation: Torun Aircraft Plant. The plant was run by the Soviet Air Force.
5. Plant manager: Maj Ugarov.
6. Historical data:
The plant is the former German Ordnance Depot of Torun, which was not damaged during the war. After the occupation of the town by the Soviets the installation was taken over by the Soviet Air Force and equipped as an aircraft repair plant.
7. Work force:
About 130 Soviet soldiers, 70 Soviet civilians, and 35 German PWs working in one shift.
8. Mission:
Repair of Soviet IL-2 and PO-2 aircraft. The scheduled average monthly output was about 10 PO-2 three or four IL-2s, and occasionally PE-2s and Douglas transport aircraft.
9. Shipments:
The repaired aircraft were taken to the improvised airfield about 2 miles north of Torun, east of the road to Culmsse, where they were tested. From the field the aircraft were flown to an unidentified destination.
10. Various observations:
IL-2s (ground attack aircraft) and PO-2s (general utility aircraft) in need of repair were picked up by truck at the Torun Central Airport or shipped out by rail. The wings of the aircraft were disassembled. Spare parts arrived by rail at irregular intervals, allegedly coming from the Soviet Union.
11. Power supply: The Torun power plant.
12. Communications:
The plant had railway connections with the Torun-North railroad station, highway facilities were available.
13. Location: See Annex 1.
14. Installations: See Annex 2.
15. Management: A Soviet Air Force major.
16. Work force: 50 Soviet soldiers, 36 Soviet engineers, and 100 PWs working in one shift, as of January 1947.
17. Monthly output:
A general overhauling was performed on three or four IL-2s, IL-10s or Douglas planes, and on eight to ten PO-2s.

Comment:

The information on the aircraft repair plant dates back rather far. From the work force and the reported output it is inferred that the installation is a minor repair plant established by the technical services of the Soviet Air Force.

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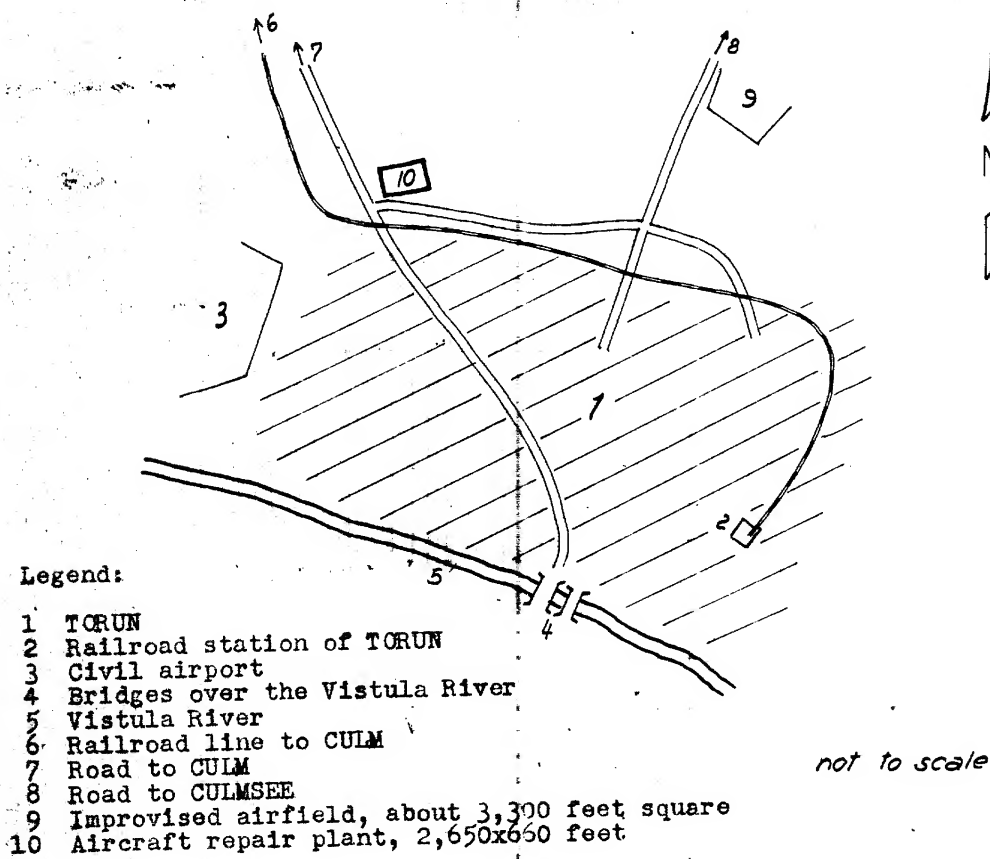
- 2 Annexes:
1. Aircraft Repair Plant in Torun.
 2. Installations of the Aircraft Repair Plant in Torun.

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Plant in TORUN

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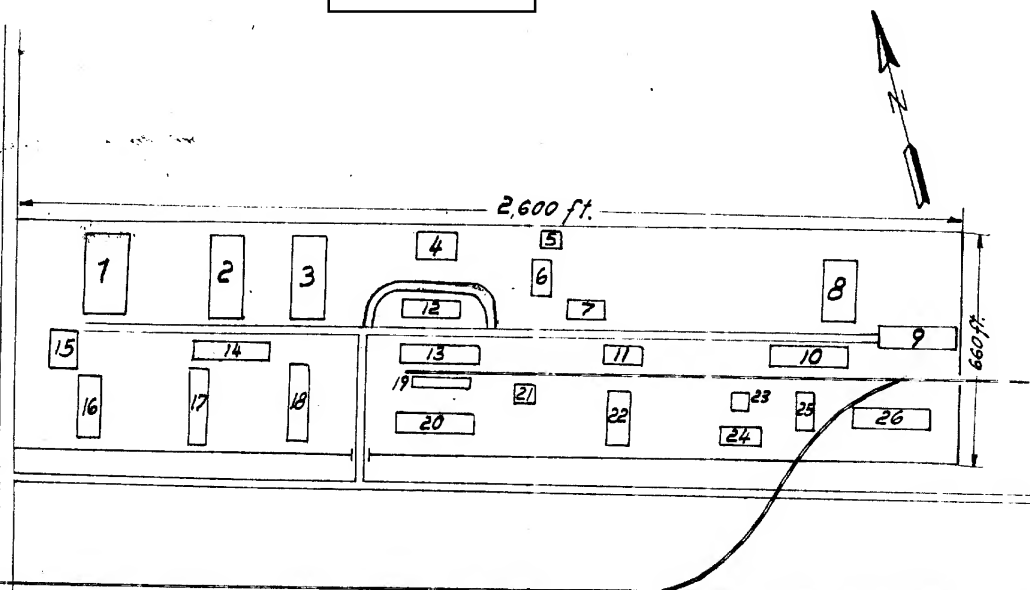


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Installations of Repair Plant in TORUN

Legend:

not to scale

- 1 Stable
- 2 Magazine
- 3 Assembly hall
- 4 Fuel dump, partly underground
- 5 Fire point
- 6 Saddler shop
- 7 Electric plant
- 8 Officers' billets
- 9 PW camp
- 10 Headquarters building
- 11 Tinsmith's workshop
- 12 Ration supply depot
- 13 Workshop with carpentry, locksmith's shop, lathe department, forge
- 14 Kitchen
- 15 Target range
- 16 Armory, concrete structure with six machines
- 17 Assembly hall, concrete structure, with four aircraft boxes on the eastern side, equipped with a travelling crane
- 18 Aircraft spare parts depot
- 19 Loading shed with ramp
- 20 Engine department with one travelling crane. Manufacture, respectively repair of individual engine-, fuselage-, tail assembly- and landing gear parts
- 21 Engine test stand
- 22 Garage and motor vehicle repair shop
- 23 Foundry with: One furnace for pig iron castings
One furnace for light metal castings
One furnace for brass castings; also pistons were cast
- 24 Administration
- 25 Storage depot for aircraft engine parts
- 26 EM cantonment

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